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P. B. Aspengren
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IN THE CLAIMS:

Claim 1. (Canceled).

Claim 2. (Canceled).

Claim 3. (Canceled).

Claim 4. (Canceled)

Claim 5. (Canceled).

Claim 6. (Canceled)

Claim 7. (Canceled).

Claim 8. (Canceled).

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Claim 9. (Canceled).

Claim 10. (Canceled).

Claim 11. (Canceled).

Claim 12. (Canceled).

Claim 13. (Canceled).

Claim 14. (Canceled).

Claim 15. (Canceled).

Claim 16. (Canceled).

Claim 17. (Previously Amended) The constant contact side bearing assembly

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according to Claim 26, wherein a distance ranging generally between 2.5 inches and 4.5 inches is measurable between the upper extreme of said side bearing assembly and said bolster surface after said side bearing assembly is accommodated in said receptacle.

Claim 18. (Previously Amended) The constant contact side bearing assembly according to Claim 26, wherein said spring is configured such that an upper portion of said side bearing assembly is positioned above an upper extreme of the walls of said receptacle as long as the spring of said side bearing assembly is in an uncompressed state and when initial loadings are directed against said side bearing assembly during operation of the railcar on which said side bearing assembly is arranged in operable combination

Claim 19. (Previously Amended) The constant contact side bearing assembly according to Claim 26, wherein said spring comprises a resilient spring block having a predetermined length and a predetermined cross-sectional shape.

Claim 20. (Original) The constant contact side bearing assembly according to Claim 19, with the generally flat portion on said cap and said resilient block having interlocking

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instrumentalities for securing the resilient block and said cap in operable combination relative to each other.

Claim 21. (Original) The constant contact side bearing assembly according to Claim 19, wherein said resilient spring block is formed from an elastomer material.

Claim 22. (Original) The constant contact side bearing assembly according to Claim 21, wherein said housing is configured to promote the dissipation of heat away from said elastomer spring block.

Claim 23. (Original) The constant contact side bearing assembly according to Claim 21, wherein said cap is configured to promote the dissipation of heat away from said elastomer spring block.

Claim 24. (Canceled).

Claim 25. (Currently Amended) The constant contact side bearing assembly

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according to Claim 26, wherein said cap is adapted to telescopically move relative to and be guided by the wall structure of said housing, and wherein the wall structure of said housing and said cap are configured to promote the movement of air though said cavity and away from said spring.

Claim 26. (Currently Amended) A constant contact side bearing assembly adapted to be accommodated within a rectangularly shaped, open top receptacle projecting from on an upper surface of a railcar bolster, said receptacle having a pair of generally parallel and spaced side walls and a pair of generally parallel and spaced end walls, said constant contact side bearing assembly comprising:

a spring;

a housing with wall structure defining a cavity wherein said spring is accommodated, and wherein the wall structure of said housing has a generally rectangular shape including two side walls sides and two ends walls ends, with each side wall and each end wall of said wall structure housing being disposed to opposite sides of an axis defined by said side bearing assembly and extending generally normal to the upper surface of said bolster, and wherein the generally rectangular shape of the wall structure of said housing loosely fits within said open top receptacle

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on said bolster;

a cap positioned by and overlying an end of said spring, with said cap being guided for telescopic movements relative to said housing, and with said cap including a generally flat portion defining an upper extreme of said side bearing assembly after said side bearing assembly is arranged in operable combination with said railcar bolster; and

an apparatus for positively securing said housing and positioning said side bearing assembly relative to the railcar bolster.

Claim 27. (Currently Amended) The constant contact side bearing assembly according to Claim 26, wherein the ~~end walls~~ ends of said housing and the end walls of said receptacle define a pair of confronting surfaces disposed therebetween and to opposite sides of said side bearing assembly axis, and wherein said apparatus includes a pair of wedge-shaped wedge-shaped shims insertable into an opening defined between the confronting surfaces of each pair of confronting surfaces whereby securing said side bearing assembly to said bolster.

Claim 28. (Currently Amended) The constant contact side bearing assembly according to Claim 26, wherein the ~~end-walls~~ ends of said housing and the end walls of said receptacle define a

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pair of confronting surfaces disposed therebetween and to opposite sides of said side bearing assembly axis, with each pair of confronting surfaces having at least one surface which is inclined with respect to the other surface such that said surfaces diverge away from each other as said surfaces extend away from said upper bolster surface adapted to be engaged by said spring whereby defining a wedge-shaped opening therebetween.

Claim 29. (Currently Amended) The constant contact side bearing assembly according to Claim 28, wherein said apparatus for positively securing the side bearing assembly said housing to the upper surface of said bolster includes spacers insertable into each wedge-shaped opening defined by said confronting surfaces on said housing and said receptacle to inhibit endwise shifting movements movement of side bearing assembly housing relative to said walled enclosure.

Claim 30. (Original) The constant contact side bearing assembly according to Claim 29, wherein each spacer is configured as a wedge shim.

Claim 31 through 34. (Canceled).

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Claim 35. (Cancelled).

Claim 36. (Currently Amended) A The constant contact side bearing assembly according to Claim 13, adapted to be arranged in combination with a railcar bolster with an upper surface, said side bearing assembly comprising:

a housing defining a wherein the recess defined by said walled housing extends extending
through said housing and is open at opposite ends, and wherein said housing and a walled
receptacle on the upper surface of said bolster define a pair of confronting surfaces arranged on
opposed sides of an axis defined by said side bearing assembly and extend generally normal to the
upper surface of said bolster;

a spring accommodated within said housing;

inserts for securing and locating said housing of said side bearing assembly within the walled receptacle on said bolster, with at least one insert being positionable between said confronting surfaces on the walled receptacle and the housing on each side of said side bearing axis for inhibiting shifting movement of said housing relative to said bolster; and

a cap overlying one end of said spring, said cap being mounted for reciprocatory guided movements by and relative to said housing, with a generally flat railcar body engaging portion on

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said cap being positioned relative to said housing and said walled receptacle by said spring.

Claim 37. (Canceled).

Claim 38. (Currently Amended) The constant contact side bearing according to Claim 26, wherein the recess defined by said walled housing extends through said housing and is open at opposite ends.

Claim 39. (Previously Added) The constant contact side bearing according to Claim 26, wherein an end of said spring engages a portion of the upper surface on said bolster surrounded by the walled receptacle.

Claim 40. (Canceled).

Claim 41. (Canceled).

Claim 42. (Canceled).

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Claim 43. (Currently Amended) In combination, a railcar bolster connected to a wheeled truck and a constant contact side bearing assembly, comprising:

a walled receptacle adapted for securement to an upper surface on said bolster;
a housing assembly configured to loosely fit within said walled receptacle, said housing assembly including a friction member having a railcar engaging portion which is spring biased for engagement with an underside of a railcar body supported by and for limiting hunting movements of said wheeled truck, and with said housing assembly further including a hollow base for accommodating a spring used to bias the railcar engaging portion of said friction member into engagement with the underside of the railcar body and for guiding vertical movements of said friction member relative thereto to said base; and

an apparatus disposed between an inner surface on said walled receptacle and an outer surface on said housing assembly base for operably securing said base against movements relative to said railcar bolster and for locating said side bearing assembly relative to the railcar bolster.

Claim 44. (Currently Amended) The side bearing assembly according to Claim 43 wherein said spring extends through said hollow base of said housing assembly such that one end of said spring abuttingly engages with that portion of the upper surface of said bolster surrounded by said

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walled receptacle.

Claim 45. (Currently Amended) The side bearing assembly according to Claim 43 wherein said apparatus for operably securing the base of said housing assembly against movements includes at least one insert fixed between the inner surface of said walled receptacle and an outer surface on said housing assembly base.